

Document 00910

ADDENDUM NO. 2

Date of Addendum: 4/22/16

PROJECT NAME: Lift Station Renewal and Replacement – Greens Crossing No. 3
and Parker Street Lift Station Rehabilitations, and Fir Ridge
Diversion

PROJECT NO: WBS No. R-000267-0117-4

BID DATE: April 28, 2016 (There is no change to the Bid Date.)

FROM: J. Timothy Lincoln, P.E., City Engineer
City of Houston, Department of Public Works and Engineering
611 Walker Street
Houston, Texas 77002

Attn: Iraj M. Ranjbar, Project Manager

TO: Prospective Bidders

This Addendum forms a part of the Bidding Documents and will be incorporated into the Contract documents, as applicable. Insofar as the original Project Manual and Drawings are inconsistent, this Addendum governs.

This Addendum uses the change page method: remove and replace or add pages, or Drawing sheets, as directed in the change instructions below. Change bars (|) are provided in the outside margins of pages from the Project Manual to indicate where changes have been made; no change bars are provided in added Sections. Reissued Drawing Sheets show the Addendum number below the title block and changes in the Drawing are noted by a revision mark and enclosed in a revision cloud.

ADDENDUM NO. 2

CLARIFICATIONS

1. Please provide a bypass pump plan for Greens Crossing. How does the contract isolate the lift station and 2 upstream MH's that need to be rehabilitated? Please identify suction and discharge points for isolation of rehabbed areas.

Response: Contractor is to prepare and submit diversion pumping plan in accordance with section 01506.

2. Will the city pay for the temp electric and power consumption for the bypass system?

Response: Contractor is responsible for all temporary electric and power consumption for bypass pumping. Cost for the bypass system shall be included in Bid Item No. 57. No separate pay.

3. Section 01506-Diversion Pumping 1.02 B states "when pumps are operating, have and experienced operator on site..." Is this required? Can we set up an auto dialer alarm to alert the contractor to any issues with the system?

Response: Contractor is to follow the City of Houston Standard General Requirements Section 01506, Diversion Pumping.

4. Some of the sites are very small and will not accommodate a construction trailer as required by spec section 01520. Will construction trailers be required at all sites or one central site where meetings will be held? If they are required please identify areas on the drawings to place these trailers.

Response: Field office can be a rented facility near each lift station site. Cost shall be included in mobilization.

5. There appears to be an excessive amount of bid items for this project. Can this be condensed down to 1 lump sum item for the Greens Crossing and Parker St. Lift Stations?

Response: The bid items have been reviewed and are appropriate.

6. The summary of work for the Green Crossing LS rehab states to "blasting and coating of the wet well and valve pit interior and interior piping..." Does The City want the lift station liner to be by Line-a-bond PVC liner per 09902- Protective Lining System for Concrete Surfaces or do they want a 100% solids epoxy sprayed on coating per 09901s Protective Coatings System 108?

Response: Contractor is to use Lina-Bond liner for wet well walls per specification 09902. Floor and piping shall be epoxy sprayed per specification 09901s.

7. Do we coat the floor of the lift station?

Response: Yes, the floor is to be epoxy sprayed as per specification 09901s.

8. Is there any concrete repair required on the rehabbed concrete surfaces of (MH's & LS)? If so please provide an average depth of repair build back required and a unit price bid item per SF for this item as well.

Response: Manhole concrete repair may be needed and is included in rehabilitation of existing sanitary sewer manhole Bid Item No. 55. Lift station concrete repair may be needed after old coatings are removed, and is included in Bid Item No. 57.

9. On the as built sheet C-5 it appears that there is an existing non coal tar epoxy liner on the interior of the existing LS that needs to be removed prior to recoating the lift station? If so what type and thickness is this liner?

Response: There is no record of the thickness of the existing coating/liner.

10. Can you please provide size and depths for the manholes to be rehabbed?

Response: According to record drawings, the estimated dimension of the manhole diameter is 8 feet and the combined vertical depth of the manholes is 50 feet. Contractor to field verify manhole dimension.

11. Can you please provide separate flow rates for the 24" and 12" lines feeding the 30" INFL line into the LS?

Response: Based on information from GIMS, it appears that the 12" sanitary sewer has little to no flow. The majority of the flow comes from the 24" sanitary sewer.

12. Can you please provide 2-hr peak flows for the Greens Crossing LS?

Response: Per information from the City of Houston, the tested firm capacity for the Greens Crossing No. 3 LS is 4.97 MGD. The model 2-hr peak flow of the LS is 2.5 MGD (for the existing condition under a 2 year 6 hour design storm event).

13. Should the pump controls be supplied by the pump manufacturer?

Response: Please refer to section 13440- Pump Station Control System.

14. Part 3.01 A of specification 02448 limits the distance between pits, effectively limiting maximum bore length, to no greater than 80ft for slurry boring and no greater than 120ft for dry augering. A significant portion of the trenchless work has MH to MH (or MH to service connection) lengths that greatly exceed those values. Will the Contractor be allowed to exceed the specified limits to match the drawings?

Response: The method of trenchless construction is specified in the bid form as microtunneling, please refer to specification 02441 - Microtunneling and Pipe Jacked Tunnels.

15. Can you please provide a depth of the force main at Parker St. LS that is to be cased?

Response: There is no record of the depth of the force main, it is estimated that the depth is between 4 to 6 feet. Contractor to field locate the force main.

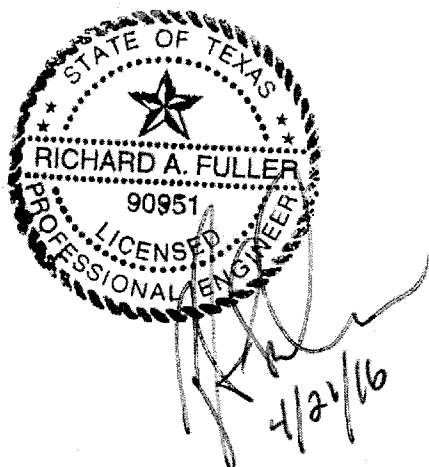
- 16a. The established 11% MBE and 7% WBE goals in this project will be very hard to meet. Over half of the project is "Microtunneling" for the Fir Ridge Diversion and there are no companies in the Office of Business Opportunity (OBO) Directory that perform this work. The majority of the work on Greens Crossing No. 3 and Parker Street Lift Stations is purchasing equipment and piping, valves & fittings that the vendors for these items are not in the OBO Directory. The MWSBE goals for this project need to be cut in half or more to give the contractor a chance to meet the goals.

- 16b. The participation goals of 11% MBE and 7% WBE established by Document 00470 are probably unrealistic for the specialty scope of work included in this contract. The "Microtunneling" work and its associated tasks (manholes, tunnel shafts) represent almost the entirety of the cost of the Fir Ridge Diversion, for which no registered vendors have the capabilities. Additionally, the LS rehabilitation scope of the Greens Crossing and Parker lift stations have very limited opportunities for MWBE firms to participate. As such, will the combined participation goal of 18% be reduced to something realistically achievable? Previous COH project of this nature was awarded with less than 2% overall participation. We recommend less than 3% participation as a reasonable and achievable goal.

Response: The MWBE participation goals for this project are 11% for MBE and 7% for WBE.



MR
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Senior Assistant Director
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